

**County of Loudoun**  
**Office of Transportation Services**

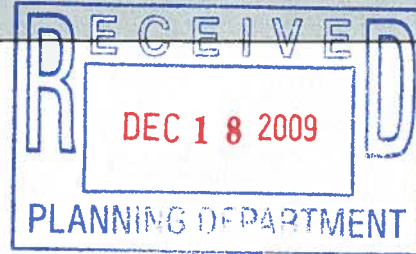
**MEMORANDUM**

**DATE:** December 18, 2009

**TO:** Mike Elabarger, Project Manager  
Department of Planning

**FROM:** Marc Lewis-DeGrace, Transportation Planner *MLDG*

**SUBJECT:** **SPEX 2009-0030 & CMPT 2009-0009—Community Wireless Structures (CWS) Exit 5 Claiborne Parkway First Referral**



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**Background**

These Special Exception (SPEX) and Commission Permit (CMPT) applications seek approval to construct a 150-foot monopole with five-foot lightning rod and ground equipment within the southeast quadrant of the Dulles Greenway (Route 267)/Claiborne Parkway (Route 901) interchange (Exit 5). Access to the site is via a proposed 12-foot gravel access driveway from the eastbound on-ramp to the Dulles Greenway. A vicinity map is provided as *Attachment 1*.

In its consideration of these applications, the Office of Transportation Services (OTS) reviewed materials received from the Department of Planning on November 3, 2009, including (1) a statement of justification prepared by the Applicant, and (2) a special exception plat (plan set) prepared by Entrex Communication Services, Inc., revised through October 30, 2009.

**Existing, Planned and Programmed Transportation Facilities**

The site is located within the Suburban Policy Area (Ashburn Community). Major roadways serving the site are described below. OTS review of existing and planned transportation facilities is based on the 2001 Revised Countywide Transportation Plan (2001 Revised CTP) and the 2003 Bicycle & Pedestrian Mobility Master Plan (2003 Bike & Ped Plan).

**Claiborne Parkway (Route 901)** is classified by the 2001 Revised CTP as a controlled access major collector. A grade-separated interchange is in place under the Dulles Greenway. In the vicinity of this site, Claiborne Parkway has been constructed to a four-lane divided (U4M) condition, though the roadway ultimately is planned to be widened to a six-lane divided (U6M) facility. The intersection with the eastbound Greenway on-ramp is currently unsignalized. The 2003 Bike & Ped Plan classifies Claiborne Parkway as a "baseline connecting roadway" along which bicycle and pedestrian facilities are envisioned. Currently,

there is a multiuse trail along the west side Claiborne Parkway north and south of the Dulles Greenway.

**Dulles Greenway (Route 267)** is a private toll road classified by the 2001 Revised CTP as a limited access principal arterial. It is currently constructed to its ultimate six-lane divided (R6M) condition, with full-movement interchanges at a number of locations, including Claiborne Parkway (Exit 5). It is noted that per the draft 2009 CTP currently under review, the Dulles Greenway is planned to be widened to an eight-lane divided (U8M) facility.

### **Trip Generation by Proposed Uses**

Telecommunications facilities such as the proposed monopole and support facilities typically generate a total of two (2) vehicle trips per carrier (one (1) in, one (1) out) per month for maintenance purposes. Based on the submitted traffic study guidelines, a total of four (4) carriers would have a presence at this facility for a total of eight (8) vehicle trips per month. The provided plat indicates space will be available for up to seven (7) carriers on the monopole for a total of 14 vehicle trips per month.

### **Transportation Comments**

1. The provided traffic impact documents state that the proposed monopole will have a maximum of four (4) carriers. The provided plat indicates space for up to seven (7) carriers. For consistency, the Applicant should confirm the maximum number of carriers that will utilize this structure.
2. The proposed use will not generate a significant amount of traffic and thus road improvements are not requested from this Applicant. However, it is recommended that the Applicant coordinate with the owners of the Dulles Greenway (TRIP II) to ensure that the proposed monopole and equipment compound will not interfere with any future expansion of the Dulles Greenway.
3. The Applicant should confirm that the proposed entrance meets applicable commercial entrance requirements.

### **Conclusion**

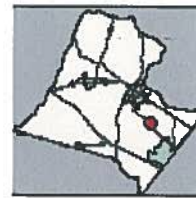
**OTS will offer a recommendation once it has reviewed the Applicant's responses to the comments identified in this referral.**

### **ATTACHMENT**

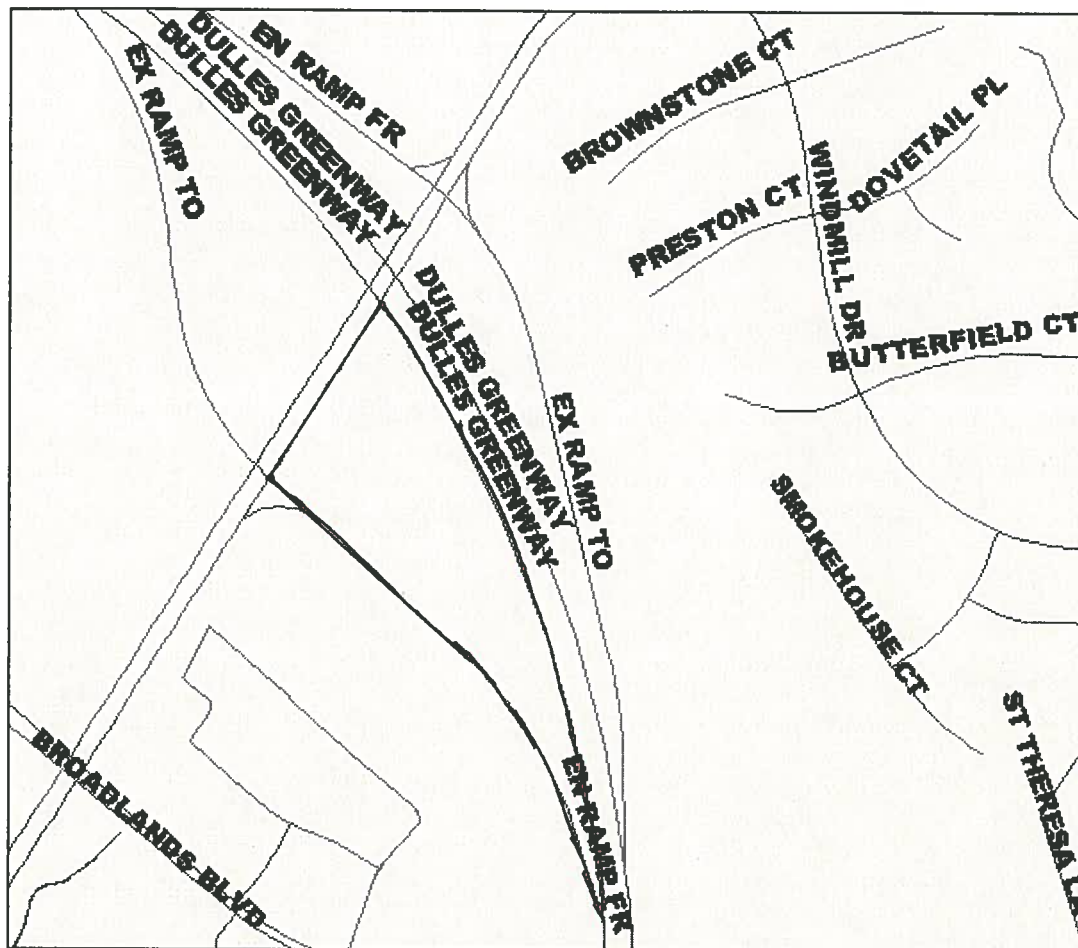
1. Site Vicinity Map

cc: Andrew Beacher, Assistant Director, OTS  
Lou Mosurak, Senior Transportation Coordinator, OTS

# Loudoun County Mapping System



7,060,598



7,057,848

11,763,556

Map Width=3,144 feet

11,766,700

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ATTACHMENT 1